

M. NUMEYA
JAPANESE PHOTOGRAPHER
All kinds of Photographs
Work done in latest styles.
DEVELOPING AND PRINTING FOR
AMATEURS A SPECIALTY.
3a, QUEEN'S ROAD
37 CENTRAL.

The China Mail

ESTABLISHED 1845.

SUTTON GARDEN,
LONDON.
OLD TOM GIN
"COBRA" BRAND.
BOTTLED IN CHINA.
AGENTS:
Benson & Berblinger

No. 14,785

號八月九年十一百九千一第

HONGKONG, THURSDAY, SEPTEMBER 8, 1910.

日五初月八年二第

PRICE, \$3.00 Per Month.



OLD V.A.T.
No. 4
SCOTCH
WHISKY

SOLE AGENTS IN
HONGKONG,
CHINA &
MANILA.

A.S. Watson &
Co., Ltd.

As supplied to the
House of Lords
and
House of Commons.

CHINA MUTUAL LIFE IN-
SURANCE CO., LTD.
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.
Alexander McLeod, Esq., Chairman.
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J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.
A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.
Insurance in Force.....\$37,855,888.00
Assets.....\$415,250.00
Income for Year.....\$3,568,558.00
Insurance Fund.....\$2,162,812.00.

Efforts Knox, Esq., Hongkong, Canton,
District Manager.
B. W. Taps, Esq.,
District Secretary,
Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.
ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.,
T. F. Hough, Esq., O.B.E.,
Hongkong, November 16, 1909. 1424

RAILWAYS IN KOREA.

A Russian Criticism.

A writer in the *Daily Post* has the following observations on the proposed extension of Japanese railways in Korea:—
"Work on the construction of a railway from Seoul to Gensan is to be commenced, or probably has already been commenced, this year. This line will be merely the beginning of a projected route along the Korean coast through Gensan, Hamgyong, Sonjing, further to Nan-an and Chongjin, and thence through Chientao and Central Manchuria to Kirin, effecting there a junction with the Japanese railway system in South Manchuria. The realization of this important project will doubtless not be long delayed. The question of the prolongation of the Japanese coastal railway will be settled definitely next year. We thus have about a year at our disposal in which to prepare ourselves for an active and decisive step by Japan on the mainland which will affect our interests, among others, and especially those of the Chinese Eastern Railway. At a time when the Japanese, actually with one exception, by means of a successful agreement on Manchurian affairs, are getting all the 'fat', we not only are failing to consider the maintenance of the poor position we have now, but are even prepared to make it worse. And our new friend Japan with all her strength is intent on the solidification of her own position in the Far East and the depreciation of ours.
"The projected coastal railway is a fine instance of Japanese friendship. The line will complete an iron ring enclosing Korea and the whole of Southern and Central Manchuria, and will thus bring all this territory into the power of 'Yellow Britain'. No neck of Japan in the strengthening of her position on the mainland can bring anything but harm to us. Such a strengthened position will be given to Japan economically, politically, and militarily by a railway system linking all the good ports on the coasts of Korea and Manchuria with the centres of those countries and with the possible future theatres of military activity. The construction of the coastal railway will increase immeasurably the importance of the Japanese lines on the mainland, and the new railway is worthy of attention. It is reported that the survey of the line has already been completed, but its construction has been postponed to a convenient moment.
"We have some time at our disposal, and this will allow us not only to reflect on our position but also to take measures to secure not less solidly in the East than we being situated by Japan. In the first place the completion of the Amur Railway as early as possible is necessary, as well as an increase in the defensive forces of our Far Eastern territory. This question is so ripe and speaks so loudly for itself that it is quite impossible to ally it by merely transferring a division or two of troops. We shall never attain anything by half-measures and can only make ourselves a laughing-stock to the world if we try, while in the result, we shall again find ourselves in a grievous plight. All this is very undesirable. The Japanese activity furnishes an example of a firm and decisive policy. We must not forget that this activity always affects us in some shape or form. We must pay the closest attention thereto, while initiation will be no sin."

Business Notices.

W. S. BAILEY & Co., Ltd.

TELEPHONE, K 21.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor-Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.

Air Compressor with Hammers and Drills, etc.
Engines, Boilers, Launches, Pumps;
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in
Chater Road.

THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.

EXCURSION TO MACAO.

On SUNDAY, the 11th SEPTEMBER,

The Company's Steamship 'SUI AN',
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 p.m.

F A R E S
1st-Class Return.....\$3.00. 2nd-Class Return.....\$1.00.
Single.....1.50. Single.....0.60.
N.B. The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the COMPANY'S WING LOK STREET WHARF.
This steamer crosses with the steamer returning from Macao at 5 p.m.
First-class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 5 p.m., \$4. Single Fare also \$4.
J. ARNOLD, Acting Secretary.
Hongkong, September 6, 1910.

KELLY & WALSH, LTD.

Vocation, by L. Grant Duff... \$1.75
Laudation, by John Greenham... 1.75
Helen of All Times, by W. Holt... 1.75
White... 1.75
The Twisted Foot, by H. M. Ridout... 1.75
The Enemy of Woman, by W. Graham... 1.75
The Prince of this World, by J. Hocking... 1.75
Her Son's Death, by A. J. Meadows... 1.75
McCluskey the Reformer, by A. G. Hales... 1.75
A Sealed Verdict, by Lawrence L. Lynch... 1.75
A Sinner in Israel, by Pierre Castelle... 1.75
Sir George's Objection, by Mrs. W. K. Clifford... 1.75
The O'Flynn, by J. H. McCarthy... 1.75
The Girl from His Town, by M. Van Vorst... 1.75
Kissing Cup, the Second, by Campbell... 1.75
The Red Cross... 1.75
Woodcraft for Scouts and Others, by Jones and Woodward... 1.75
The Farm in the Hills, by E. Warden... 1.75
The Quest of El Dorado, by A. and C. Arlow... 1.75
Que Vadis, by Sienkiewicz... 1.75
The Boss of Tarooms, by E. W. Hornung... 1.75
WAK OFFICE M.P.s.

PEAK TRAMWAYS COMPANY, LTD.

NOTICE.

FOR the purpose of RE-NEWING some parts of the Heating Machinery the service of Cars will be SUSPENDED from 8.00 p.m. on SATURDAY, 10th inst. till 8.00 a.m. on MONDAY, 12th inst.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 1, 1910. 1073

SINGON & CO.

IRON, STEEL, METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail. Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 and
37, HING LOONG STREET, (and Street, west
of Central Market) Telephone No. 115.
Hongkong, September 4, 1909. 1124

NIGHT STEAMER TO
CANTON.

New Twin Screw Steamer.

S.S. SAN CHEUNG

Visited throughout with Electric Light
and Fan, supplied in all Onions.
Captain J. McGOWAN.

LEAVES Hongkong for Canton at 9 p.m.

SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 8.30 p.m. on

MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st-Class.....\$2.50 single passage.

Meals.....\$1 each.

Passengers must be paid for.

OPENING OF STEAMBOAT CO., LTD.

No. 226, Des Voeux Road, Central.
Hongkong, November 12, 1908. 451

Business Notices.

THE EASTERN ASBESTOS COMPANY,
HONGKONG.

SOLE AGENTS FOR

THE BELDAM PACKING & RUBBER COMPANY,
LONDON.

Contractors to the Admiralty and Leading Shipping Companies.
Sole Patentees and Manufacturers of the following Specialities:
Pilot Packing, Serpent Packing, Sceptre Packing,
Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.
PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.
TELEGRAMS: 'CIBROGATED', HONGKONG. TELEPHONE No. 501.

LANE, CRAWFORD & CO.

NOW PROCEEDING
BARGAIN SALE
IN LADIES' DEPARTMENT
25 PER CENT DISCOUNT

OFF USUAL PRICES.

LANE, CRAWFORD & CO.

GUARANTEED ABSOLUTELY PURE

O. B.
BEER

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.

Price \$12.00 . . . Per Case.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS.

\$14.00 . . . Per Case.

From your dealer, or from the

ORIENTAL BREWERY, LTD.

Depot: 55-57, Des Voeux Road.

PURE DRINKING WATER.

BERKEFELD FILTERS.

Drip Filters, in Glass & Stoneware.

PUMP FILTERS.

PRESSURE FILTERS.

Prices on Application.

VICTORIA DISPENSARY.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged and
is now luxuriously furnished and up-to-date in every respect. Situated in the
most central position. Large and airy rooms. Hot, Cold and Shower Baths. Gas and
Electric Light and Fans. Large and Comfortable Lounge. Private and Public Bars
and Billiard Room. Cuisine entirely under European Supervision. Sanitary arrange-
ments of the hotel. Hotel Lunch meets all steamers. Monthly rates for 12th and
Dinner. Special rates for Married Families on application to
T. REICHTMANN, Proprietor. J. H. OXBERRY, Manager.
(Manager of Lyons & Co., Tricacero) leading Caterer in London and
G. O. H. Colombo.
TELEPHONE NO. 197. TELEGRAPHIC ADDRESS 'COMFORT' HONGKONG
Hongkong, December 1, 1909. 154

GRAND CARLTON HOTEL.

FIRST-CLASS IN EVERY RESPECT. ELECTRICITY THROUGHOUT
HOT AND COLD WATER. SHOWER AND TANK BATHS.

Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.

MODERATE INCLUSIVE CHARGES.

O. E. OWEN, Proprietor.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 50 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

NOTICE OF REMOVAL.

FAIRALL & CO.

Beg to announce to the Public
that they have REMOVED the
whole of their business to
No. 2, PEDDER STREET,
(opposite the Hongkong Hotel).

"SOUVENIR"

CALENDAR AND BLOTTER FOR 1911.

No Writing Table Complete Without It.
Pretty and Acceptable Birthday or Xmas Gift!

Engagements.
Notes.
Calls Received.
Special Addresses.
Important Correspondence.
Borrowed.
Mortgages.
Visiting Lists.
At Home Days.
Calls Paid.
Telephone Numbers.
Accounts.
Lent.
Quotations.

Green Art Covers, Gilt, Price \$2.00.

ON SALE:—KELLY & WALSH, LTD.; BREWSTER & CO., LTD.; CHINA MAIL, LTD.
Or Free by Post from the Publisher, K. A. MASSEY, 18 HOTEL MANSIONS,
Hongkong, August 23, 1910. 779

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced European.

J. ULLMANN & CO.

34, Queen's Road Central Opposite General Post Office.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND OUTSIDE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY!
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

PEAK HOTEL.

ADIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Wind in Summer and protected from the North-east Wind in
Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
Terms:—From \$5 per day. Max. Telephone Add.: 'Peakful'.
Town Office: 4, Des Voeux Road.
Hongkong, February 8, 1908.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD CENTRAL.

ENTRALLY situated, up-to-date Hotel. Recently renovated and under entire

New Management. Large and Comfortable Rooms, Excellent Cuisine, under the

superintendence of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

G. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

1 person, October 3, 1908. 138

KUPPER'S PILSENER BEER

THE LEADING BEER IN

THE FAR EAST.

SOLE AGENTS:

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

Hongkong, August 9, 1910.

Intimations.

G. FALCONER & Co.,

LIMITED.

WATCHMAKERS AND JEWELLERS.

HOTEL MANSIONS.

Telephone No. 983.

NEW EXHIBITIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER-WARE

HIGH-CLASS GOLD AND SILVER WATCHES

LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.

FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND

BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,

ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-OWNERS, SAILMAKERS, PROVISION MERCHANTS, COAL

MERCHANTS, ETC., ETC., OF FIFTY YEARS STANDING.

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL

FRANCISCO TSE YAT, General Manager.

Hongkong, August 15, 1908.

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs

CAMERAS FOR HIRE.

1718

TRY . . .**WEISMANN'S**
PURE FRESH COFFEERoasted and ground on our
premises daily.

IN 1 LB. AND 1 LB. TINS.

Hongkong, July 23, 1910.

WHITE ANTS.**AVENARIUS CARBOLINEUM**

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.

NATURAL

ENO'S

HEALTH-GIVING

FRUIT

REFRESHING

SALT

INVIGORATING

THE CHINA MAIL, LTD.

undertakes

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUS,
TUBES, WINE LABELS, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,

5, Wyndham Street.

European Supervision

Moderate Prices.

Intimations.

**MITSU BISHI GOSHI KWAISHA**
(MITSU BISHI CO.)**COAL DEPARTMENT.**SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, HOJO,
NAMAKUTA, SAYO, SHINNEW
and KAMUYAMADA Collieries.SOLE AGENTS for KISHIDAKE, MI-
YAO, and KIGIO-ROMATSU Coals.

HEAD OFFICE—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, HankowTEL. ADDRESS for above: IWASAKI.
Code:—A1, ABO 5th FL., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macondray &
Co.

For particulars, apply to

H. OISHI,

Manager,
No. 2, PRINCE STREET,
HONGKONG.

Hongkong, January 9, 1909.

THE CHINA LIGHT AND POWER

COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL

MEETING OF SHAREHOLDERS

of the Company will be held at the Office

of the Company, 2, George Street, at 11 AM, on SATURDAY,

17th September, 1910, at Noon, for the purpose of receiving

the Report of the General Managers, and for the purpose of

electing a Committee of Auditors for the year ending 31st July 1910, and

for the purpose of receiving a Statement of Accounts and

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THE "TIMES" ON THE

JAPANESE TARIFF.

In a leading article on the new Japanese

Tariff, the Times says:—

"Japan has been revising her fiscal ar-

rangements, and the result is now before

the world in the shape of a new tariff,

of which we give a summary to-day. It

comes into force on July 1, 1911, on

the termination of the conventional trade

treaties with Great Britain, Germany, and

France, in virtue of the year's notice re-

cently given by Japan. During the next

eleven months it is open to other coun-

tries to conclude treaties with Japan

which may in some degree mitigate the

effects of the new tariff. But Count Ko-

mura has given notice that such treaties

will in future be strictly bilateral, not

unilateral, as are some of the existing

treaties. That is to say, that Japan will

no longer grant favour to any nation.

She will negotiate on equal terms and not

otherwise. She will give tariff concessions

to any country that chooses to give con-

cessions to her which in her opinion are of

equal value. In this connection Count

Komura dispassionately remarks that, as

Great Britain is pursuing what is called a

Free Trade policy, there is no room for a

Conventional tariff with that country. We

have no advantages to offer to Japan, and

consequently Japan has none to offer to us.

British goods seeking entry into Japan will

therefore have to face the new General Tariff

in all its rigour. In that tariff the decreases of

duty are few and comparatively unimportant,

while the increases are heavy and

numerous. It happens that they fall most

heavily upon goods exported from this

country. It is estimated that the average

increase of duty upon British goods is 66

per cent., while on goods from all countries

the average increase is only 50 per cent.

This is not the result of any

policy on the part of Japan to bear

hardly upon this country. Indeed, the

new tariff is not inspired by a

desire to deal harshly with any country.

It is inspired simply and solely by the

desire to do what is best for Japan and

for Japanese industries. It is the busi-

ness of Japanese statesmen to promote

the well-being of their own country, all

other nations being free to pursue the same

self-regarding policy upon their own ac-

count. British exports consist mainly of

things which the Japanese are anxious to

manufacture for themselves; hence this

country is more heavily hit than those

which export things with which Japanese

industry is less directly concerned.

Thus the Japanese are bent upon ex-

tending and developing their textile in-

dustries, and as a consequence the new

tariff will be very prejudicial to the man-

ufacturers of Lancashire and Yorkshire.

Ordinary single and double cotton yarns

will have to pay duties from 40 to 550 per

cent higher than the existing rates.

Woolen and worsted yarns will pay in-

creases of from 30 to 120 per cent. On

cotton piece goods the duties are raised

to from two to five times the existing

duties; on Army cloths from three to

five times; on woollen coatings from

one and a half to four times; and on

silk from six to ten times the existing

duties. Machinery of kinds which Japan

does not produce gets off more easily,

but locomotives will have to pay nearly five

times the existing duties, and printing

machines, when account is taken of the

new basis of payment by weight, will suffer

as severely. There are substantial in-

creases all round in the rates of duty on

groups as well as on other leading branches

of our trade with Japan. Upon the whole,

it is estimated that the new tariff will

exclude from three-quarters of a million

to a million pounds worth of the British

goods now exported to Japan. In many of

the most important classes the new duties

will prove prohibitive, and what remains of

the trade will be only specialities and

articles for the consumption of the wealthy

alone. Under the new tariff, charges

will be made according to weight instead

of ad valorem. This change is, upon the

whole, welcomed by British traders as

tending to check fraud by under-valuation,

Intimations.

J. T. SHAW,

Tailor & Outfitter.

HONGKONG HOTEL.

QUEEN'S ROAD.



Hongkong, November 1, 1909.

G. R.

IN THE SUPREME COURT OF

HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of the Companies' Ordina-

ances of Hongkong 1885 to 1888

and

In the Matter of the HONGKONG &

MANILA TRADING COMPANY, Limited.

NOTICE is hereby given that His

Honour Sir Francis Pigott, Knight,

Chief Justice of the Supreme Court of

Hongkong, has by an Order dated the 23rd

day of August, 1910, appointed LAU

OHU PAU (劉伯倫) of Alexandra

Buildings, Victoria, in the Colony of Hong-

kong, Comptroller to Messrs A. S. Watson

and Company, Limited, to be Official

Liquidator of the above named Company.

Dated this 2nd day of September, 1910.

J. B. KEMP,

Registrar.

IN THE SUPREME COURT OF

HONGKONG.

PROBATE JURISDICTION.

In the Goods of WILLIAM LY-

SAUGHT, deceased.

NOTICE IS HEREBY GIVEN that the

Court has, by virtue of Section 58 of

Ordinance No. 2 of 1897, made an

Order limiting the time for creditors and

others to send in their claims against the

above estate to the 28th October, 1910.

All Creditors and other persons are

accordingly hereby required to send their

claims to the Underigned on or before

that date.

Dated the 31st August, 1910.

DEACON, LOCKER & DEACON,

Solicitors for the Executor.

1070

THE BIRD IN

THE HAND

(A BIRD IN THE HAND IS

WORTH TWO IN THE BUSH).

"THE bird in the hand" to the

merchant is the customer within

the store. It requires some sort of

attraction in the first place to get the

customer there—about the best at-

traction is a real live advertisement—

something good that will catch the eye

that has been carefully written, art-

istically compiled and strikingly set up.

Advertisements in the China Mail and

Overland China Mail read the best

look the best and give the best results.

Hongkong, April 12, 1910.

WING-ON CO.,

TAILORS AND OUTFITTERS.

HAVE JUST RECEIVED NEWSHIP-

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BRANDY:

	Per case of 1 doz.
1. SUPERIOR PALE Red Capsule	23
2. SUPERIOR OLD COGNAC, Red Capsule	23
3. WATSON'S *** COGNAC, Gold Capsule	29
4. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	29
5. VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
6. FINEST OLD BROWN BRANDY, Gold and White Capsule	40
7. HENNESSY ***	30
8. BOUTELLEAU'S CHAMPAGNE LIQUEUR	40
9. FINE PALE COGNAC (MARIE BRIZARD & ROGEE'S)	\$30.50
10. C. O. F. V. O.	64.50
11. VERY FINE LIQUEUR COGNAC, 50 Years Old	100.00

Note: For Hongkong the above Prices will be increased by the amount of duty payable—\$7.50 per Dozen.

NEW
PIANOS
ON HIREAT
\$10 PER MONTH.Tuning and Regular
Attention Inclusive.S. MOUTRIE & Co.,
LIMITED.
Incorporated in Hongkong April 18, 1907.WM. POWELL,
LIMITED,
ALEXANDRA BUILDINGS.

END OF SEASON

GREAT CLEARANCE
OF
SUMMER GOODSAT
VERY LOW PRICESMONDAY Next,
Sept. 12th.

Wm. Powell, Ltd.

ALEXANDRA BUILDINGS

EMPIRE
CINEMATOGRAPH THEATRE.PREMIER HALL OF THE COLONY.
ONE YOUR ROAD CENTRAL.
Opposite Central Market.Performances—7.15 to 9 and
9.15 to 11.30 p.m.Grand Success of the celebrated Soubrette
MISS MAGGIE FRAZER
and Miss MAY LEWIS.GRAND MATINEES:
SATURDAY and SUNDAY, at 2 p.m.
at REDUCED PRICES.

advantage to carry favour with her. If all the stories which find their way into print are true, the high Court ladies at present in power in Peking are a far more extravagant set than those that held sway during the old regime. They fritter money away like water, push their favourites forward for office regardless of the public welfare, and are in fact devoted to nepotism, and seek ever after pleasure; and their example is having a most pernicious influence on the Manchurian aristocracy generally. No wonder then that the Empress Dowager and her entourage view with dismay some of the recent appointments made by the Prince Regent. The presence of strong and capable administrators in the capital is not at all to their liking and hence we are not surprised to hear that Prince Tai Tso, the leader of the forward wing in the Prince Regent's council, considers it wise to refrain from pressing his schemes at the immediate moment.

The chief bone of contention, however, at the present time, is undoubtedly YUAN SHI-KAI, that capable but treacherous official who betrayed the late Emperor and wrought such disaster to KANG YU-WEN and the Reformers. 'Un' ceremoniously turned out of office by the Prince Regent, who knew more of YUAN SHI-KAI's treachery than any one save the late unfortunate Emperor, the de facto ruler of China now finds the pressure of public opinion so strong in the former Viceroy's favour that he is endeavouring to bring him back into the service of the state. But YUAN SHI-KAI has powerful enemies in Peking and naturally among them are the Consort of the late Emperor and the other Imperial ladies who are now exercising such a predominant influence in political affairs. We gather from a remark in *The Times* that these ladies are so very active at present that the chances of another disastrous Palace revolution are by no means remote.

Poor China, her condition seems to become more desperate every day. When one looks at the political situation and knows how imperative it is that the Middle Kingdom should speedily set her house in order if a great catastrophe is to be averted, one cannot help the surging up of a feeling of disgust at the ineptitudes displayed by those at the head of affairs in Peking. Were China anything else but what she is she would have crumbled to pieces long ere this. Yet strange to say one of the chief anomalies of the day is that the influence of Peking in the domestic government of the country is stronger to-day than ever it was. There is not one Viceroy or provincial satrap who exercises the vast autocratic powers which Li Hsuan-shan and his brother Viceroy CHANG and 'Liu' possessed in the heyday of their powers. But the strengthening of the grasp by Peking unfortunately does not imply a strengthening of the moral forces of government; indeed, the internal conditions, prevailing along the whole countryside are most deplorable. Meanwhile the many important questions of national import—currency reform, railway loans, the rebuilding of the navy, the reorganization of the police, the reform of the criminal and civil laws, etc., are again thrust into official pigeon-holes to gather a few more layers of dust ere they finally crumble to pieces. China is a long lived Empire, but surely there must come a time when she will have to find an exit from her present condition of muddle and corruption. It is to be hoped that she will be able to find this exit without meeting with serious disaster on route.

The cost of primary instruction in Europe, so we read in a Paris contemporary, reaches the colossal sum of 2,100,000,000 francs, or \$34,000,000. Germany takes the lead with 650,000,000 francs, or \$10,400,000; Great Britain follows with 560,000,000, or \$9,000,000; France following with 250,000,000 francs, or \$4,000,000.—*The Globe*.

THE SITUATION.
With the setting in of cooler weather in the North the politicians of Peking have reawakened and with freshened energies are taking up again their perennial game of backstairs intrigue. The disputants are rather curiously arranged this time, however, for though the reactionaries are in the ascendant in the hidden purlieus of the Forbidden City, they are really fighting the reformers in an attempt to keep out of office a more than suspected reaction'ary, and yet curiously enough the one strong man for whom China has so urgently cried aloud for some time past. As usual the autumnal crop of stories which float down from the north tell of the great activity of the Empress Dowager and the other Manchurian ladies who lead the forces of reaction. The feminine instinct, according to the teaching of all history, ever inclines to conservatism, and it is not surprising that the ladies who wield such despotic power in the court of China should be similarly affected. The late Empress Dowager was a conservative all her days, though the pressure of circumstances made her bend her haughty will after the Boxer fiasco in the direction of reform. But her heart was not with the men who represented the modern tendencies of the more advanced among China's millions. The present Empress Dowager, though not to be compared in the same breath with the late autocrat, is evidently a very determined woman and the Prince Regent in his desire for a quiet life finds it to his distinct

NEWS OF THE DAY.

The next Siberian Mail from Europe is due here on Sunday by a.s. Chanan.

The silk per R.M.S. Empress of Japan which left here on the 6th August arrived in New York on the 4th Sept.

The American Consulate-General today circulated a telegram received from the Manila Observatory at 12.00 p.m.:—Manila, September 8, 11 a.m.—Depression northern part China Sea, advancing westward.

It is expected that the Hongkong Boy Scouts will go into camp for the first time in the first week of October. The boys have improved wonderfully since the inauguration of the company, especially in signalling under the able tuition of Mr. Alex. P. Storrie of the Hongkong Volunteer Corps.

A large number of books, periodicals, magazines and illustrated papers are required for the use of the Troops leaving here next month in the s.s. Rohilla for Home. Any such literature will be gratefully received by the acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Post Hotel.

The Mad Mullah has come to life again, and is giving ample proof of his vitality. He has once more, it appears, got the whip hand of the friendlier who were supposed to have defeated and killed him. The same thing has happened before, and it was hardly to be expected that the withdrawal of the British troops, who alone seemed able to dispute his absolute ascendancy in Somalia, would be the final cause of his downfall.

Richard Wagner's son, Siegfried, seems to have fallen heir to some of the vicissitudes which marked his distinguished father's earlier years as a composer. This is the opinion one draws from the reception given an opera of his in Berlin recently. Though not a new work, it has never been performed before and the theatre was well filled with leading musicians and critics who awaited its production with considerable interest. There was almost a riot, the admiring of the work and those who were not favourably impressed clashing with loud speeches and much confusion.

Mr. A. Low, general attorney for the Rock Island Railroad, rarely talks any more than is necessary. As a rule, even reserved men will loosen a little and talk while on a railroad train. But not so Mr. Low. He talks more on a train than anywhere else. Mr. Low and Mr. David Mulvaney once made a trip together to Denver. Some days later David was in a company of friends and the talk turned to books. "Dave," said one of them, "did you ever read 'David Harum'?" "Yes," replied Mulvaney. "I read it recently in a pause in the conversation on a trip which I took to Denver with Mr. Low."

Monument Hill, Port Arthur, on the top of which rises the Grand Memorial Tower dedicated to the memory of the Japanese officers and men who died in the investment of the Fortresses in the late War, is, in probability, to be covered from top to bottom and on all its sides with azalea bushes which are to be transplanted from Chikusan-shan and the neighbouring hills on the Antung-Mukden Line where the shrub grows in wild profusion. The idea of growing azaleas there originated from the technical verdict that this particular shrub is suited best to the rocky and sterile character of the soil of the hill, on which young pine-trees planted by tens of thousands are making very unsatisfactory progress.

Though Franklin will continue to receive honours as the inventor of the first practical lighting-rod, the study of atmospheric electricity goes back at least to the time of Thales of Miletus, who, perched in one of his orations against Catiline, calls attention to the destruction of the golden statue of Romulus, by lightning as an evil omen. A learned priest by the name of Divich is said to have erected the first lightning conductor in Europe, at Prandib, Bohemia, in 1754, and it was 130 feet high. Though the Emperor Stephen and the Empress Maria Theresa publicly proclaimed their confidence in the inventor, a most disastrous drought that afflicted the country a year later was ascribed by the superstitious populace to the new-fangled device, and Divich was compelled to take it down.

The bicentenary of the establishment of the Church of England in the Dominion is to be celebrated at Halifax, Nova Scotia, early in September. The diocese of Nova Scotia is the oldest diocese in the Empire outside the British Isles. The first regular service in British North America was held at Port Royal (now known as Annapolis Royal), Nova Scotia, on October 10, 1710. Annapolis Royal is one of the oldest battlefields in North America. The town, founded in 1604 by the French under De Monts and Champlain, was captured by the British successively and restored to France in 1614, 1654, 1690. Finally, in 1710, it was ceded with the rest of the mainland of what is now the province of Nova Scotia, to Great Britain, half a century before the final struggle for the mastery of the continent on the Plains of Abraham.

HOW TO CURE A COLD.

BE as careful as you can, you will occasionally take cold, and when you do, get a medicine of known reliability, one that has an established reputation and that is certain to effect a quick cure. Such a medicine is Chamberlain's Cough Remedy. It has gained a world wide reputation by its remarkable cures of this most common ailment, and can always be depended upon. For sale by all chemists and druggists.

SOCIAL AND PERSONAL.

Mrs. and Miss Hanco returned to-day from Swatow per a.s. Hailan.

The P. and O. steamer Nubia brought down 617 Naval Ratings from the ill-fated Bedford. They are on their way home.

Mr. James D. Logan, Tommy Logan and his younger brother and Mr. D. K. Blair returned to the Colony to-day by the Empress of India.

Capt. E. S. Fitzherbert, late of H.M.S. Bedford, several of the officers, 110 men and five Chinese arrived to-day by the Empress of India.

Mr. O. Messner, who came to China in 1873 and spent most of his life in Shanghai, where he was a prominent member of the German community, has retired to spend the remainder of his days in Germany with his family. He passed through Hongkong on the Goeben.

One is apt to think of the Kaiser as the great "War Lord" rather than as a candidate for the Nobel Peace Prize, so the intimation that he will probably receive the latter is calculated to raise a smile. Yet if a long and bloodless reign are to be considered as the best qualifications, he is as well entitled to that honour as any. One instinctively associates the Kaiser with Mr. Roosevelt, for they have much in common, and will shortly have more if German hopes are realized, for Mr. Roosevelt also has had the Nobel award. Both are believers in the "big stick," but both prefer to use it in the interests of peace.

THE ST. LEGER.

DERBY WINNER BEATEN.
(Reuter's Service to the China Mail.)
LONDON, September 8.

The St. Leger, run at Doncaster yesterday, resulted as follows:—

Swynford.....1.
Bronzino.....2.
Lemberg.....3.

The betting was as follows:—9 to 3 against Swynford; 20 to 1 against Bronzino; 5 to 4 on Lemberg.
[Note:—Latest advices showed that there would probably be 14 starters for this classic race, these being:—Neil Gow, Lemberg, Greenback, Roscrop, Winkipop, Charles O'Malley, Bronzino, Maid of Corinth, Swynford, Magic, Ulster King, Tready, Yellow Slave, and Whisk Broom. This year the race has been regarded as a very open thing. Doubts, now realised, were expressed as to whether Lemberg, the Derby winner, could stay the St. Leger distance. The winner was trained by G. Lambton and ridden by F. Wooding. Bronzino was trained by Sadler and ridden by F. Fox; while B. Dillon rode Lemberg, who had been trained by A. Taylor. The Derby course is about 1 1/2 miles, while the St. Leger distance is 1 mile 6 furlongs 132 yards. The St. Leger was established in 1776 but did not receive its present name until 1778, when it was named out of compliment to Col. St. Leger and run for the first time on Doncaster Town Moor. Swynford won the St. Leger last year beating Valens by a length and a half. En.—C.M.]

A BRITISH STRIKE.

(Reuter's Service to the China Mail.)
LONDON, September 7.

The boilermakers at South Shields unexpectedly struck work on Saturday to show their sympathy with the locked-out boilermakers.

SIR GEORGE WHITE'S HEALTH.

(Reuter's Service to the China Mail.)
LONDON, September 7.

Field Marshal Sir George White, who has been seriously ill, has now recovered.

AMERICAN CUSTOMS RULES.

A BRITISH PROTEST.

(Reuter's Service to the China Mail.)
LONDON, September 7.

The Foreign Office has instructed H.E. the Rt. Hon. James Bryce, O.M., the Ambassador to Washington, to protest against the new Customs regulations with reference to textiles, requiring the revelation of trade secrets and imposing other conditions regarded by British exporters as prohibitive.

QUO VADIS CIGARETTES.

THE VERY FINEST TURKISH LEAF

CIGARETTES ON THE MARKET

Manufactured by the ARDATH TOBACCO Co., Ltd., of London.

They are recognised as the Standard of Quality and Purity in the Cigarette World.

Price \$3.00 Per 100.

Other High-class Cigarettes and Tobaccos of the Ardath Tobacco Co. are also stocked.

H. Price & Co., Ltd.,
12, Queen's Road Central, Hongkong.

Telephone No. 135.
Hongkong, Sept. 8, 1910.

NEWFOUNDLAND FISHERIES DISPUTE.

VERDICT OF HAGUE TRIBUNAL.

Britain Wins the Day.
(Reuter's Service to the China Mail.)
LONDON, September 8.

Reuter's correspondent at the Hague wires that the President of the Arbitration Tribunal in the Anglo-American Newfoundland Fisheries dispute has delivered his award.

Seven points were submitted for judgment, and the two most important have been decided in favour of Great Britain, who is thus given the power to make laws regulating the fisheries without submitting them for the approval of the United States.

[Note:—The Newfoundland fisheries dispute has been a long-standing source of friction to both the United States and Great Britain, and in submitting the matter to arbitration both Powers set an illuminating example to the whole world. The proceedings at the Hague commenced on June 6th last and concluded on August 23rd. Sir Robert Finlay represented Britain.—En.—C.M.]

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Hongkong, Sept. 8, 1910.

PERSIA'S FINANCIAL ADVISERS.

A PREFERENCE FOR AMERICANS.

(Reuter's Service to the China Mail.)
LONDON, September 8.

A Tehran message states that the Majlis (the Persian National Council or Consultative Assembly) has decided almost unanimously to employ American financial advisers instead of French, as previously agreed.

CHINESE ETIQUETTE.

(Wah Tze Yat Po's Service.)
PEKING, September 7.

H.E. Luk Ching-cheong, the late Minister to Holland, who some time ago had his queue cut off, recently had an audience with the Board of Foreign Affairs, during which he wore, at the request of the Board, an imitation queue.

A MINE REDEMPTION.

(Wah Tze Yat Po's Service.)
PEKING, September 7.

It is reported that the Chinese Mining and Engineering Company has agreed to accept £1,500,000 from the Chinese Government for the redemption of the Company's coal mine near Tientsin.

THE CHEKIANG RAILWAY TROUBLE.

RIOTS THREATENED.

(Wah Tze Yat Po's Service.)
SHANGHAI, September 7.

Some thousand natives of Ningpo gathered before the Tamen of the Taotai and strongly insisted that the Governor of Chekiang should be requested to permit Tung Sou Chin, late manager of the Chekiang Railway, to be retained in that office. Otherwise they issued threats that riots would ensue.

V LUNTEER NOTES.

ON LEAVE.

Gunner B. E. Fielder of No. 3 Company has been granted leave of absence for one month with effect from the 3rd September.

TRANSFERRED.

Gunner B. F. Long of No. 4 Company has been transferred to No. 3 Company. Private W. W. Matthews of the Infantry Company has been transferred to the Engineer Company.

Private W. H. L. Warren of the Infantry Company has been transferred to the Scouts Company.

Sergeant C. H. Blason, Corporal C. O. F. Cunningham, Troopers G. Morton-Smith, G. H. Bowker and B. E. L. Dowbiggin, have been transferred from the Troop to the Scouts Company.

JOINED.

Mr. F. J. Burton joined the Corps on the 6th September, and has been posted to No. 2 Company.

S. B. Bellenger; L. O. Ross; E. B. Reed; E. W. Carpenter; E. B. Clarke; H. R. Makin; A. V. Monk; J. H. Bone; H. R. Hertel; G. H. Lakin; G. H. D. Wolf; J. Bell-Irving; H. W. Moon; C. V. Lanning; J. McCaig; P. W. Goldring; C. N. G. Walker; W. H. Stewart; F. B. Rickett; C. F. Bird; R. K. Rodger; W. E. L. Shenton; E. J. Gill; D. G. Chesman; A. C. Elton; W. E. Warburton; W. McGulloch; A. B. Pollock have joined the Scouts Company.

SMOKING CONCERN.

It is notified that there will be a Smoking Concert at Headquarters on Saturday, the 1st October, at 9.15 p.m.

During the course of the evening His Excellency Sir Henry May, K.C.M.G., will present Long Service Medals to Captain Nicholson, Sergeant-Major Gray and Sergeant-Major Logan. Dress—Uniform. A good attendance is expected. Members may bring guests.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	VESSELS	To Sail on	REMARKS
LONDON & ANTWERP	NUBIA	Sept. 17th	Freight and Passage.
via Suez, Pango, Cebu, Port Said & Alexandria	Capt. F. J. Fox	September	
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	NORON	Noon, 8th	Freight and Passage.
	Capt. G. Phillips	September	
SHANGHAI	DELHI	About 15th	Freight and Passage.
	Capt. G. W. Gordon, R.N.	September	
LONDON, via Suez, Pango, Cebu, Port Said & Alexandria	DELTA	Noon, 17th	Freight and Passage.
	Capt. B. W. H. Snow	September	

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C. Regular Scheduled Service of 15 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Consolidating with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec or St. John, N.B.
EMPEROR OF INDIA	ALLAN LINE
SATURDAY, 17th Sept.	FRIDAY, 14th Oct.
EMPEROR OF JAPAN	EMPEROR OF IRELAND
SATURDAY, 8th Oct.	FRIDAY, 4th Nov.
EMPEROR OF CHINA	ALLAN LINE
SATURDAY, 29th Oct.	FRIDAY, 25th Nov.
EMPEROR OF MONTREAL	EMPEROR OF BRITAIN
TUESDAY, 8th Nov.	FRIDAY, 18th Dec.
EMPEROR OF INDIA	ALLAN LINE
SATURDAY, 19th Nov.	FRIDAY, 13th Jan.
EMPEROR OF JAPAN	
SATURDAY, 17th Dec.	

Each Steamship leaves Hongkong at 9.00 a.m. and 'Monteagle' at 12 noon. Each Steamship leaves Vancouver at 12 noon with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamer as shown above. The 'Emperors of Britain' and 'Emperors of Ireland' are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The 'Emperors' steamships on the Pacific and the Atlantic are equipped with the latest wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) ... 271/10/0. Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents. Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route. R. V. S. 'MONTAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic. Via Canadian Atlantic Port 245. Via New York 245. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Fadder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MANILA, MOJI, KOBÉ, YOKOHAMA AND HAKODATE. WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO. STEAMSHIP TONGA, Capt. E. H. Svensen, 18th September, at Daylight. FOR PORTLAND, via MOJI, KOBÉ AND YOKOHAMA. SELIA, Capt. A. E. Hodgins, 12th October. Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW AMOY & FOCHOW AND RETURN. (Occupying 9 to 10 Days).

HAITAN, Capt. J. W. Evans, FRIDAY, 9th Sept., at 10 A.M.

HAITAN, Capt. A. E. Hodgins, TUESDAY, 13th Sept., at 10 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

HAITAN, Capt. A. H. Stewart, THURSDAY, 15th Sept., at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

SUBJECT TO MODIFICATION.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Sept. 17th, at Noon.	Sept. 17th, at Noon.
EASTERN	Oct. 5th, at Noon.	Oct. 5th, at Noon.
ALDENHAM	Oct. 22nd, at Noon.	Oct. 22nd, at Noon.
EMPIRE	Nov. 12th, at Noon.	Nov. 12th, at Noon.

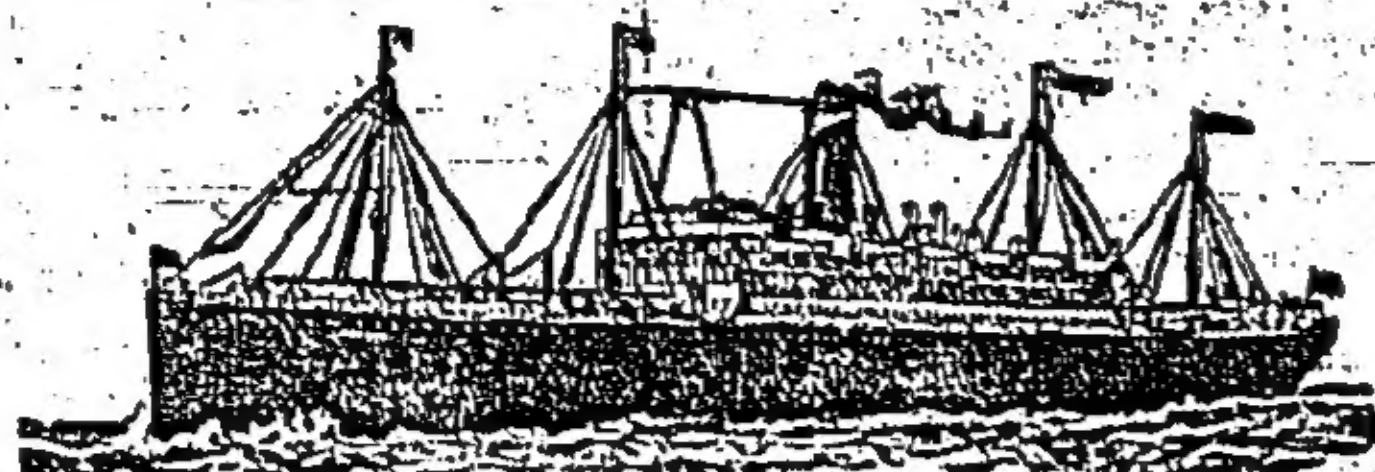
THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are illuminated throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1909.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	SATURDAY, 17th Sept., at 1 p.m.
TERNO MARU	21,000	SATURDAY, 24th Sept., at 1 p.m.
KOREA	18,000	1st Oct., at 1 p.m.
NIPPON MARU	11,000	SATURDAY, 15th Oct., at 1 p.m.
SIBERIA	18,000	SATURDAY, 22nd Oct., at 1 p.m.
MANOHURIA	27,000	SATURDAY, 5th Nov., at 1 p.m.
OHIO MARU	21,000	SATURDAY, 12th Nov., at 1 p.m.

The P.M. S.S. MONGOLIA will be dispatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on SATURDAY, 17th September, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120 24 months £235, including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 29th Oct., at 1 p.m.

Asia.....9,500 SATURDAY, 19th Nov., at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, October 29th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports...£245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kine's Building (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, the shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
VICTORIA, B.O. & TACOMA	TACOMA MARU, Capt. E. Yamamoto.	6,178	Wednesday, 7th Sept., at Noon.
VIA KEELUNG, MOJI, KOBÉ & YOKOHAMA	KOBÉ MARU, Capt. T. Ogata.	6,069	Wednesday, 21st Sept., at Noon.
VICTORIA, B.O. & TACOMA	PANAMA MARU, Capt. T. Ogata.		
VIA MOJI, KOBÉ AND YOKOHAMA			

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Perceles. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For

For	Steamers	Leaves
TAMSAI via SWATOW & AMOY	JOSHIN MARU, Capt. H. Murayama.	SUNDAY, 11th Sept., at 10 A.M.
ANPING via SWATOW & AMOY	SOSHU MARU, Capt. Y. Yamamoto.	WEDNESDAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY AND FOCHOW	BUJUN MARU, Captain Y. Fumoto.	THURSDAY, 15th Sept., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd class passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with the Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$55.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric lights throughout.

The newly built steamers: 'OCHIKI MARU' and 'BUNO MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDEUTSCHER LLOYD, BREMEN.

For

For	STEAMERS	Tons	To sail
NAPLES, GENOA, ALGIER, BRULOW, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	Capt. H. Formes.	(16,000)	WEDNESDAY, 21st Sept., at Noon.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	PRINZ EITEL FRIEDRICH, Capt. E. Malchow.	(15,000)	WEDNESDAY, 21st Sept.
MANILA, ANGAUR, YAP, MARON, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	SUNDAY, 11th September, at 10 a.m.
YOKOHAMA AND KOBÉ	COLENS, Capt. H. Raeger.	(7,250)	TUESDAY, 20th Sept.
KUDAT AND BANDARAN	BORNEO, Capt. F. Sombit.	(5,000)	Wed of Sept.

For further Particulars apply to Norddeutscher Lloyd.

MELOHRS & CO., General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To sail
SHANGHAI, KOBÉ AND MOJI	NANSANG, FRIDAY, Sept. 9, at Noon.	
MANILA	YUNNANG, FRIDAY, Sept. 9, at 4 p.m.	
SHANGHAI, via NINGPO, LANGSANG	TUESDAY, Sept. 13, Daylight.	
SINGAPORE, PENANG, AND CALCUTTA	POONGSANG, WEDNESDAY, Sept. 14, at Noon.	
TIENSIN	CHONGSHING, THURSDAY, Sept. 15, at Noon.	
MANILA	LOONGSANG, FRIDAY, Sept. 16, at 4 p.m.	

RETURN TOURS TO JAPAN, Occupying 24 days.

THE steamers Kaitang, Namsang and Fookang leave about every 3 weeks for Hongkong, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yantze River, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuddat, Lahad Datu, Singapore, Tawau, Cebu, Jasselon and Labuan.

Sub. Exch. 4. Telephone No. 215. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To sail
LOILO & CEBU, via AMOY	SUBOKANG	Sept. 9, at 4 p.m.
SWATOW, CHEFOO & TIENSIN	HUTCHOW	Sept. 10, at 4 p.m.
SHANGHAI	ANNU	Sept. 11, Daylight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MAJELLA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS—S.S. Anhui, Chusan, Hsinan, Chinkiang—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yantze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, 19878.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	Tons, Gross	Sails
S.S. Bujo Maru	10,500	Oct. 22nd, at noon.
S.S. Hongkong Maru	11,000	Dec. 21st, at noon.
S.S. Kiyo Maru	17,200	About middle of Feb.

For particulars apply to N. YAMADA, Acting Manager, TOYO KISEN KAISHA, Kine's Building.

NIPPONYUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	MIYASAKI MARU, Capt. T. Mura, Tons 9000	WEDNESDAY, 14th Sept., at Daylight
	KITANO MARU, Capt. F. E. Cope, Tons 2000	WEDNESDAY, 28th Sept., at Daylight
	IYO MARU, Capt. —, Tons 2000	WEDNESDAY, 12th Oct., at Daylight
VICTORIA, B.O. & SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA	SAWA MARU, Capt. S. Ishikawa, Tons 700	TUESDAY, 13th Sept., at 4 p.m.
	INABA MARU, Capt. E. Kiyama, Tons 700	TUESDAY, 11th Oct., at Noon
VICTORIA, B.O. AND SEATTLE	SADO MARU, Capt. Hirotaki, Tons 700	SATURDAY, 10th Sept., from KOBÉ
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sakino, Tons 5000	FRIDAY, 30th Sept., at Noon
	NIKKO MARU, Capt. M. Yagi, Tons 5000	FRIDAY, 23rd Oct., at Noon
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5000	WEDNESDAY, 7th Sept., at 5 p.m.
SHANGHAI, MOJI & KOBÉ	CEYLON MARU, Capt. Fred. Fyne, Tons 6000	WEDNESDAY, 14th September
KOBÉ & YOKOHAMA	HIRANO MARU, Capt. H. Etsuo, Tons 2000	THURSDAY, 15th Sept., at 5 p.m.
NAGASAKI, KOBÉ AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 5000	WEDNESDAY, 28th Sept., at Noon

Fitted with new system of wireless telegraphy. Calling at Saigon.

Cargo only.

Passenger Season 1911.

Sailings and Passage Rates from Hongkong.

TO MARSEILLES & LONDON, via SUEZ CANAL.

Steamers	Tons Leave H.K.	Rate of Passage.
MIYASAKI MARU	9000 15th Feb.	1st Class S.Y. 550.00
KITANO	7000 15th "	" " " " 325.00
IYO	7000 29th "	" " " " 325.00
HIRANO	9000 29th "	" " " " 325.00
TAMAGO	8000 12th April	" " " " 325.00
KAMO	2000 28th "	" " " " 325.00
AKI	7000 10th May	" " " " 325.00
MISHIMA	9000 24th "	" " " " 325.00

TO VICTORIA, B.O. & SEATTLE—WASH., U.S.A.

Steamers	Tons Leave H.K.	Rate of Passage.
AWA MARU	7000 28th Feb.	1st Class S.Y. 230
TAMBA	7000 28th March	" " " " 230
AWA	7000 28th May	" " " " 230

For further information as to Freight, Passage, Sailings, etc., apply to T. KUBOMOTO, Manager.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship DERFLINGER, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Optum, Treasure and Valuable, are being landed and stored at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 13th of September, will be subject to suit.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 13th of Sept., at 9.30 a.m.

All claims must reach us before the 17th of September, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 8 days earlier)	Due London (1 day later)
DELHI	8000	Feb. 4	Malwa	Mar. 4	Mar. 24
ARCADE	7000	Feb. 18	Malwa	Mar. 18	Mar. 28
ASSAYE	7000	Mar. 4	Malwa	Apr. 4	Apr. 7
MARMOIRA	10500	Mar. 18	Malwa	Apr. 18	Apr. 21
DEVANHA	8000	Apr. 1	Malwa	Apr. 29	May 5
DELHI	8000	Apr. 15	Malwa	May 13	May 19
ASSAYE	7000	Apr. 29	Malwa	May 27	June 3
DELTA	8000	May 13	Malwa	June 10	June 16

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (including Surtax):
1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	TONNAGE	Leave Hongkong	Leave London
SUNDA	4700	Jan. 20	March 20
NUBIA	4700	Feb. 8	March 28
SYRIA	4700	Mar. 22	April 11
NOE	4700	Apr. 5	May 5
PALAWAN	4700	Apr. 19	May 19
BORNEO	4700	May 3	June 3
SIOTIA	4700	May 17	June 17
SUMATRA	4700	May 31	July 1
NILE	4700	June 14	July 14

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

Fares to London (including Surtax):
1st Saloon.....£38.10 Single. £57.4 Return.
2nd ".....£23.0 " £34.4 "

For further particulars apply to

E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR	STEAMER	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	YARBA	RUSTORRELL	Sept. 12, p.m.
MARSEILLES, Via Port	V. CIOTAT,	BARILLON	Sept. 13, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	OCEANIAN,	SALLIER	Sept. 23, p.m.
MARSEILLES, Via Port	TOURANE,	LANGELIN	Sept. 27, at 1 p.m.

TRANS-SHIPING on the Co.'s Steamers at SHANGHAI, at COLOMBO, at CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interceptors most passengers on their arrival in Marseilles.

For further particulars, apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.HAMBURG-AMERIKA LINIE,
HAMBURG.REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
Via STRAITS AND COLOMBO.

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

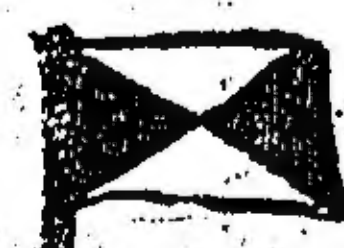
TAKING Cargo as through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports, AND ALL NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre, Bremen & Hamburg
S.S. ALESIA 8th Sept.	S.S. SPEZIA 9th Sept.
S.S. O. FERD. LAMZ 24th Sept.	For Havre, Hamburg & Antwerp
S.S. ARMENIA 6th Oct.	S.S. LIBERIA 14th Sept.
S.S. SENEGAMBIA 21st Oct.	For Havre, Rotterdam, Hamburg & Antwerp
S.S. SILESIA 4th Nov.	S.S. BADENIA 2nd Oct.
S.S. SUEVIA 17th Nov.	For Marseilles, Havre & Hamburg
S.S. ARABIA 1st Dec.	S.S. AMBRIA 4th Oct.
S.S. SCANDIA 15th Dec.	For Havre & Hamburg
	S.S. ALESIA 11th Oct.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamer	Tons	Captain	For	Sailing Date
RUBI	3540	R. Rogers	Manila	Saturday, Sept. 10, at Noon.
ZAFIRO	3540	A. Fraser	Manila	Sept. 17, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MARMORA'

10,500 tons.

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY,
WILL leave Hongkong on MARCH 18th, 1911, staying
at Bombay 24 hours only and is due to arrive at:-
MARSEILLES.....April 15th.
LONDON.....April 22nd.

FARES TO LONDON:-

1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910. 1068

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK.

MANILA, NAGASAKI, KOBE,
YOKKAICHI, SHIMIZU and
YOKOHAMA
FOR
SEATTLE.

SAILS FROM HONGKONG ON MONDAY, OCTOBER 31st, AT NOON

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Manila, Suez, Aden, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, March 17, 1910. 325

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS
BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East:
16, DES VOGES ROAD, Hongkong.
Branch Office:
32, WATER STREET, Yokohama.

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITIMI
Soci in Roma.

STEAM FOR BOMBAY.

Via SINGAPORE AND PENANG.

Having connections with Company's Mail Steamers to Port Said, Marseilles, Naples, London and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Calcutta.

(Taking Cargo at through rates to FERNAM BOU and BAHIA, also BALNEARIA, VALPARAISO, ALCANTARA, ALMERIA and MALAGA).

For freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, September 6, 1910. 1063

THE Steamship
CAPRI.
Captain MORRISON will be despatched as above on MONDAY, the 12th Sept., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, August 31, 1910. 1065

THE Steamship
CAPRI.
Captain MORRISON will be despatched as above on MONDAY, the 12th Sept., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, August 31, 1910. 1065

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For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, August 31, 1910. 1065

Shipping

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

FOR MANILA, ANAUR, YAP,
MARONN, FRIEDRICH WILHELMS-
HAFFEN, RAGADE, BRISBANE
AND SYDNEY.

THE Steamship
PRINZ SIGISMUND,
Captain D. Lenz (ready to load on Saturday) will leave for the above places on SUNDAY, the 11th inst., at 10 a.m.
For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELOCHERS & CO.,
General Agents,
Hongkong, September 7, 1910. 1094

'SHIRE' LINE OF STEAMERS,
LIMITED.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship
CARNARVONSHIRE,
Captain GAZDAR, will be despatched as above on or about 17th September.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, August 30, 1910. 1061

To Let.

TO LET.

1st SEPTEMBER. BOWEN ROAD.
WESTERN BLOCK OF DWELLING
HOUSES at present occupied as
Artillery Officer's Quarters.
Suitable for Boarding House.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, June 23, 1910. 814

TO LET.

FROM 1st NOVEMBER, 1910.
B. DICKSON, a Five-Roomed HOUSE
upon MUISE, GOSN.
For particulars apply to
DERNYS & BOWLEY,
Solicitors.
Hongkong, August 6, 1910. 970

TO LET.

A HOUSE in KNUSTFORD TER-
RACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, August 1, 1910. 254

TO LET.

GODOWN No. 54, DUDDELL
STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, January 1, 1910. 109

TO LET.

OFFICE in DES VOGES ROAD,
CENTRAL, corner of Ice House St.
Apply to
Messrs FRIDY SMITH & FLEMING,
Queen's Road.
Hongkong, June 1, 1910. 380

TO LET.

GODOWN No. 4, NEW PRAIA,
Kennedy Town.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, August 29, 1909. 1063

TO LET.

FURNISHED BEDROOM, with Board,
in KOWLOON, for single GENTLE-
MAN. Convenient situation, splendid
outlook, every convenience. Room avail-
able from September 1st.
For terms write to
Care of 'CHINA MAIL' OFFICE.
Hongkong, August 18, 1910. 1012

TO LET.

OFFICES, HOTEL MANSIONS.
Apply to
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, August 31, 1910. 1063

TO LET.

FOUR and Five-Roomed HOUSES, at
Kowloon.
New and Commodious SHOPS, NATURAL
ROAD, Kowloon. Immediate possession.
Cheap Rentals.
Apply to
HUMPHREYS' ESTATE & FINANCE
Co., Ltd.
Hongkong, March 23, 1909. 406

TO LET.

KING'S BUILDINGS.
OFFICES facing the Harbour lately
in occupation of Messrs Jardine,
Matheson & Co., Ltd.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, August 1, 1910. 784

TO LET.

21, CONDOTT ROAD, Clifton Gardens.
GODOWNS, 161 to 155, PRAIA EAST.
OFFICE in WONG-NEI-CHOW ROAD.
OFFICES in YORK BUILDING.
No. 10, DES VOGES ROAD CENTRAL, 1st
Floor.
SEMI-EUROPEAN FLATS, Moderate
Rents. 'PRAY' East-Corner of Obser-
vation Place. The Tram stop at the door.
Also new EUROPEAN FLATS adjoining
the new Seamen's Institute, Praya East.
Apply to
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Hongkong, August 1, 1910. 32

TO LET.

21, CONDOTT ROAD, Clifton Gardens.
GODOWNS, 161 to 155, PRAIA EAST.
OFFICE in WONG-NEI-CHOW ROAD.
OFFICES in YORK BUILDING.
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Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (each 2,000 tons)
as follows:-

NORTH-BOUND.

1st Class Fare	Steamer (Steamer)	Lv.	Thurs.	Satur.	Sun.
\$40	Dairin	Ar. 1.00 p.m.	Sat.	Tues.	Fri.
Y14.85	Makden	Ar. 10.24 p.m.	"	"	"
Y11.50	Changchun	Ar. 10.45 p.m.	"	"	"
R. 9.60	Harbin	Ar. 8.00 a.m.	Mon.	Wed.	Sat.
		Ar. 11.40 a.m.	"	"	"
		Ar. 8.30 p.m.	"	"	"

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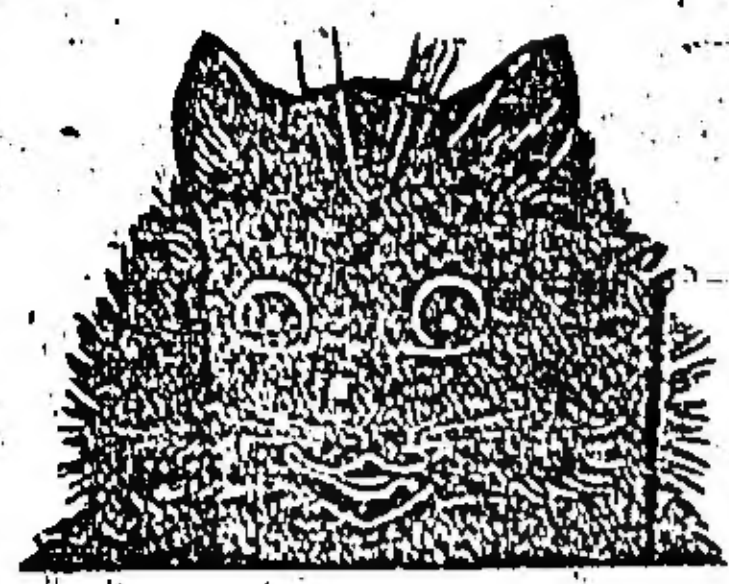
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EXQUISITE IN TASTE AND AROMA.

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CHEAPER QUALITIES ALWAYS IN STOCK.

DUTY DEDUCTED ON ORDERS FOR OUTPORTS.

4, DES VŒUX ROAD.
Hongkong, September 1, 1910. 1067

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:

On the 8th at 11.55 a.m.—The depression which reached the coast of Kiusiu near Nagasaki yesterday afternoon, appears to be filling up over W. Japan.

The barometer has risen at almost all stations—considerably over the Loochoos and E. Japan, and moderately over the E. coast of China, Formosa and Luzon. Over Annam there is little change, and apparently a depression has developed in the low pressure trough to the Eastward of the Loochoos.

It is probably moving Westward. Pressure is high over the Pacific in the neighbourhood of the Bonins, and also over Manchuria and N.E. Japan.

Fresh to strong N.E. and E. winds may be expected over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches. Forecast for the 24 hours ending at noon to-morrow:

1.—Hongkong and Neighbourhood: N.E. and E. winds, fresh to strong; cloudy squally.
2.—Formosa Channel: N.E. winds, fresh.
3.—South coast of China between Hongkong and Lamook: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: N.E. winds, strong.

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Teui during the years 1887-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean low level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add: 3 feet 4 inches, and on the gauge at Lamoo Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

September 8th to 15th, 1910.

Time	Height	Time	Height
5.0	1.0	5.0	1.0
6.0	1.5	6.0	1.5
7.0	2.0	7.0	2.0
8.0	2.5	8.0	2.5
9.0	3.0	9.0	3.0
10.0	3.5	10.0	3.5
11.0	4.0	11.0	4.0
12.0	4.5	12.0	4.5
1.0	5.0	1.0	5.0
2.0	5.5	2.0	5.5
3.0	6.0	3.0	6.0
4.0	6.5	4.0	6.5
5.0	7.0	5.0	7.0
6.0	7.5	6.0	7.5
7.0	8.0	7.0	8.0
8.0	8.5	8.0	8.5
9.0	9.0	9.0	9.0
10.0	9.5	10.0	9.5
11.0	10.0	11.0	10.0
12.0	10.5	12.0	10.5
1.0	11.0	1.0	11.0
2.0	11.5	2.0	11.5
3.0	12.0	3.0	12.0
4.0	12.5	4.0	12.5
5.0	13.0	5.0	13.0
6.0	13.5	6.0	13.5
7.0	14.0	7.0	14.0
8.0	14.5	8.0	14.5
9.0	15.0	9.0	15.0
10.0	15.5	10.0	15.5
11.0	16.0	11.0	16.0
12.0	16.5	12.0	16.5
1.0	17.0	1.0	17.0
2.0	17.5	2.0	17.5
3.0	18.0	3.0	18.0
4.0	18.5	4.0	18.5
5.0	19.0	5.0	19.0
6.0	19.5	6.0	19.5
7.0	20.0	7.0	20.0
8.0	20.5	8.0	20.5
9.0	21.0	9.0	21.0
10.0	21.5	10.0	21.5
11.0	22.0	11.0	22.0
12.0	22.5	12.0	22.5
1.0	23.0	1.0	23.0
2.0	23.5	2.0	23.5
3.0	24.0	3.0	24.0
4.0	24.5	4.0	24.5
5.0	25.0	5.0	25.0
6.0	25.5	6.0	25.5
7.0	26.0	7.0	26.0
8.0	26.5	8.0	26.5
9.0	27.0	9.0	27.0
10.0	27.5	10.0	27.5
11.0	28.0	11.0	28.0
12.0	28.5	12.0	28.5
1.0	29.0	1.0	29.0
2.0	29.5	2.0	29.5
3.0	30.0	3.0	30.0
4.0	30.5	4.0	30.5
5.0	31.0	5.0	31.0
6.0	31.5	6.0	31.5
7.0	32.0	7.0	32.0
8.0	32.5	8.0	32.5
9.0	33.0	9.0	33.0
10.0	33.5	10.0	33.5
11.0	34.0	11.0	34.0
12.0	34.5	12.0	34.5
1.0	35.0	1.0	35.0
2.0	35.5	2.0	35.5
3.0	36.0	3.0	36.0
4.0	36.5	4.0	36.5
5.0	37.0	5.0	37.0
6.0	37.5	6.0	37.5
7.0	38.0	7.0	38.0
8.0	38.5	8.0	38.5
9.0	39.0	9.0	39.0
10.0	39.5	10.0	39.5
11.0	40.0	11.0	40.0
12.0	40.5	12.0	40.5
1.0	41.0	1.0	41.0
2.0	41.5	2.0	41.5
3.0	42.0	3.0	42.0
4.0	42.5	4.0	42.5
5.0	43.0	5.0	43.0
6.0	43.5	6.0	43.5
7.0	44.0	7.0	44.0
8.0	44.5	8.0	44.5
9.0	45.0	9.0	45.0
10.0	45.5	10.0	45.5
11.0	46.0	11.0	46.0
12.0	46.5	12.0	46.5
1.0	47.0	1.0	47.0
2.0	47.5	2.0	47.5
3.0	48.0	3.0	48.0
4.0	48.5	4.0	48.5
5.0	49.0	5.0	49.0
6.0	49.5	6.0	49.5
7.0	50.0	7.0	50.0
8.0	50.5	8.0	50.5
9.0	51.0	9.0	51.0
10.0	51.5	10.0	51.5
11.0	52.0	11.0	52.0
12.0	52.5	12.0	52.5
1.0	53.0	1.0	53.0
2.0	53.5	2.0	53.5
3.0	54.0	3.0	54.0
4.0	54.5	4.0	54.5
5.0	55.0	5.0	55.0
6.0	55.5	6.0	55.5
7.0	56.0	7.0	56.0
8.0	56.5	8.0	56.5
9.0	57.0	9.0	57.0
10.0	57.5	10.0	57.5
11.0	58.0	11.0	58.0
12.0	58.5	12.0	58.5
1.0	59.0	1.0	59.0
2.0	59.5	2.0	59.5
3.0	60.0	3.0	60.0
4.0	60.5	4.0	60.5
5.0	61.0	5.0	61.0
6.0	61.5	6.0	61.5
7.0	62.0	7.0	62.0
8.0	62.5	8.0	62.5
9.0	63.0	9.0	63.0
10.0	63.5	10.0	63.5
11.0	64.0	11.0	64.0
12.0	64.5	12.0	64.5
1.0	65.0	1.0	65.0
2.0	65.5	2.0	65.5
3.0	66.0	3.0	66.0
4.0	66.5	4.0	66.5
5.0	67.0	5.0	67.0
6.0	67.5	6.0	67.5
7.0	68.0	7.0	68.0
8.0	68.5	8.0	68.5
9.0	69.0	9.0	69.0
10.0	69.5	10.0	69.5
11.0	70.0	11.0	70.0
12.0	70.5	12.0	70.5
1.0	71.0	1.0	71.0
2.0	71.5	2.0	71.5
3.0	72.0	3.0	72.0
4.0	72.5	4.0	72.5
5.0	73.0	5.0	73.0
6.0	73.5	6.0	73.5
7.0	74.0	7.0	74.0
8.0	74.5	8.0	74.5
9.0	75.0	9.0	75.0
10.0	75.5	10.0	75.5
11.0	76.0	11.0	76.0
12.0	76.5	12.0	76.5
1.0	77.0	1.0	77.0
2.0	77.5	2.0	77.5
3.0	78.0	3.0	78.0
4.0	78.5	4.0	78.5
5.0	79.0	5.0	79.0
6.0	79.5	6.0	79.5
7.0	80.0	7.0	80.0
8.0	80.5	8.0	80.5
9.0	81.0	9.0	81.0
10.0	81.5	10.0	81.5
11.0	82.0	11.0	82.0
12.0	82.5	12.0	82.5
1.0	83.0	1.0	83.0
2.0	83.5	2.0	83.5
3.0	84.0	3.0	84.0
4.0	84.5	4.0	84.5
5.0	85.0	5.0	85.0
6.0	85.5	6.0	85.5
7.0	86.0	7.0	86.0
8.0	86.5	8.0	86.5
9.0	87.0	9.0	87.0
10.0	87.5	10.0	87.5
11.0	88.0	11.0	88.0
12.0	88.5	12.0	88.5
1.0	89.0	1.0	89.0
2.0	89.5	2.0	89.5
3.0	90.0	3.0	90.0
4.0	90.5	4.0	90.5
5.0	91.0	5.0	91.0
6.0	91.5	6.0	91.5
7.0	92.0	7.0	92.0
8.0	92.5	8.0	92.5
9.0	93.0	9.0	93.0
10.0	93.5	10.0	93.5
11.0	94.0	11.0	94.0
12.0	94.5	12.0	94.5
1.0	95.0	1.0	95.0
2.0	95.5	2.0	95.5
3.0	96.0	3.0	96.0
4.0	96.5	4.0	96.5
5.0	97.0	5.0	97.0
6.0	97.5	6.0	97.5
7.0	98.0	7.0	98.0
8.0	98.5	8.0	98.5
9.0	99.0	9.0	99.0
10.0	99.5	10.0	99.5
11.0	100.0	11.0	100.0
12.0	100.5	12.0	100.5
1.0	101.0	1.0	101.0
2.0	101.5	2.0	101.5
3.0	102.0	3.0	102.0
4.0	102.5	4.0	102.5
5.0	103.0	5.0	103.0
6.0	103.5	6.0	103.5
7.0	104.0	7.0	104.0
8.0	104.5	8.0	104.5
9.0	105.0	9.0	105.0
10.0	105.5	10.0	105.5
11.0	106.0	11.0	106.0
12.0	106.5	12.0	106.5
1.0	107.0	1.0	107.0
2.0	107.5	2.0	107.5
3.0	108.0	3.0	108.0
4.0	108.5	4.0	108.5
5.0	109.0	5.0	109.0
6.0	109.5	6.0	109.5
7.0	110.0	7.0	110.0
8.0	110.5	8.0	110.5
9.0	111.0	9.0	111.0
10.0	111.5	10.0	111.5
11.0	112.0	11.0	112.0
12.0	112.5	12.0	112.5
1.0	113.0	1.0	113.0
2.0	113.5	2.0	113.5
3.0	114.0	3.0	114.0
4.0	114.5	4.0	114.5
5.0	115.0	5.0	115.0
6.0	115.5	6.0	115.5
7.0	116.0	7.0	116.0
8.0	116.5	8.0	116.5
9.0	117.0	9.0	117.0
10.0	117.5	10.0	117.5
11.0	118.0	11.0	118.0
12.0	118.5	12.0	118.5
1.0	119.0	1.0	119.0
2.0	119.5	2.0	119.5
3.0	120.0	3.0	120.0
4.0	120.5	4.0	120.5
5.0	121.0	5.0	121.0
6.0	121.5	6.0	121.5
7.0	122.0	7.0	122.0
8.0	122.5	8.0	122.5
9.0	123.0	9.0	123.0
10.0	123.5	10.0	123.5
11.0	124.0	11.0	124.0
12.0	124.5	12.0	124.5
1.0	125.0	1.0	125.0
2.0	125.5	2.0	125.5
3.0	126.0	3.0	126.0
4.0	126.5	4.0	126.5
5.0	127.0	5.0	127.0
6.0	127.5	6.0	127.5
7.0	128.0	7.0	128.0
8.0	128.5	8.0	128.5
9.0	129.0	9.0	129.0
10.0	129.5	10.0	129.5
11.0	130.0	11.0	130.0
12.0	130.5	12.0	130.5
1.0	131.0	1.0	131.0</